

## RAILROAD SCHEDULE

**H. & T. C. R. R.**  
Grand Central Depot

Leaves. Arrives.  
No. 1—9:20 a. m. No. 2—7:00 p. m.  
No. 10—10:40 a. m. No. 4—6:30 a. m.

**T. & N. O. R. R.**  
Houston and New Orleans Trains.

Leaves. Arrives.  
No. 4—10:00 a. m. No. 10—10:00 p. m.  
No. 8—7:25 p. m. No. 7—8:30 a. m.  
No. 9—7:00 a. m. No. 6—10:15 p. m.

Now, and in the future, will carry through cars for Dallas and Denison, going from Houston via this Central.

**G. H. & S. A. R. R.**  
Grand Central Depot  
California Trains.

Leave 11:15 p. m. Arrive 3:35 a. m.  
San Antonio Trains.

Leave 9:15 a. m. Arrive 7:05 p. m.

**G. H. & S. A. R. R.**  
Grand Central Depot  
For Galveston and La Porte.

Leave No. 1—7:00 a. m. Arrive No. 9—9:00 a. m.  
Leave No. 2—9:15 a. m. Arrive No. 8—3:30 p. m.  
Leave No. 3—1:40 p. m. Arrive No. 7—7:10 p. m.  
Leave No. 4—7:25 p. m. Arrive No. 6—10:15 p. m.  
Leave No. 5—6:00 p. m. Arrive No. 10—8:00 a. m.

Now, and in the future, will carry through cars for Galveston only, except Saturdays. On Saturdays all trains connect at Galveston with trains for La Porte and San Antonio.

**N. Y. T. & M. R. R.**  
Leave 9:25 a. m. Arrive 3:35 p. m.  
Grand Central Depot.

**B. A. & A. P. R. R.**  
Leave 9:05 a. m. Arrive 6:50 p. m.  
Grand Central Depot.

**G. C. & S. F. R. R.**  
Grand Central Depot  
Main Line.

Leave 7:00 a. m. Arrive 10:00 a. m.  
Leave 7:35 p. m. Arrive 9:15 p. m.

**Galveston Trains.**

Leave 7:00 a. m. Arrive 8:40 a. m.  
Leave 9:15 a. m. Arrive 6:35 p. m.  
Leave 7:35 p. m. Arrive 9:15 p. m.

Galveston Special leaves Houston 11 p. m. Sundays only. All these trains leave the Santa Fe Congress Avenue Depot 10 minutes later than the above.

**H. E. & W. T. R. R.**  
Grand Central Depot

Leave 8:00 p. m. Express Train Arrive 6:45 a. m.  
(Shreveport, Kansas City and Cincinnati)

**M. K. & T. Depot, Fifth Ward.**

Leave 9:10 a. m. Arrive 9:35 a. m.  
Leave 7:05 p. m. Arrive 8:50 p. m.

**I. & G. N. R. R.**  
Depart from Congress Avenue.

Fast Mail to St. Louis and Chicago.

Leave 3:30 p. m. Arrive 4:30 a. m.  
Leave 7:00 a. m. Arrive 7:30 p. m.

**Columbia and Velasco Trains.**

Leave 7:00 a. m. Arrive 5:40 a. m.  
Daily Except Sundays.

**G. H. & H. R. R.**  
Depart from Congress Avenue.  
Galveston Trains.

Leave 6:00 a. m. Arrive 10:25 a. m.  
Leave 9:15 a. m. Arrive 3:35 p. m.  
Leave 4:55 p. m. Arrive 6:15 p. m.

KOT—Trains leaving Houston at 4 p. m. and arriving at Galveston at 10 a. m. and leaving at Galveston at 10 p. m. and arriving at Houston at 4 p. m. will be ten minutes later than the above.

All trains arrive at and depart from the Grand Central Depot except the Santa Fe and Texas Central trains which have a depot in the Fifth ward, the International and Great Northern and Columbia Trains, which use the International and Great Northern Depot on Congress Avenue. The Missouri, Kansas and Texas and Galveston, Houston and Henderson Trains pass the International and Great Northern Depot.

## HOTEL BRISTOL

HOUSTON, TEXAS.

American Plan, \$2 and \$2.50 Day  
European Plan, Room, \$1 a Day  
Electric Lights, Steam Heat, Passenger and Baggage Elevator, Call, Bell and Return, Bell, etc. rooms. Newly and Fully Furnished. Everything Modern.

W. A. MALLIN, Mgr.

Formerly of Capitol Hotel, Houston, Texas.

## HUTCHINS HOUSE

HOUSTON, TEXAS.

\$50,000 has been expended in remodeling and refurnishing this hotel is now first-class in every particular. Fifty private bath rooms; electric elevator; new light plant; general equipment unsurpassed. American plan \$3 to \$3.50 per day. Finest Turkish Bath Rooms in the South. We solicit your business.

W. T. &amp; J. T. BOYLE, Proprietors.

## CAPITOL HOTEL

IN THE HEART OF HOUSTON.

FRANK A. HERVEY, Sr., CHAS. B. HERVEY, Proprietors.

MANAGER.

## AMERICAN PLAN.

RATES \$2.50 to \$3.00 Per Day.

Special weekly or monthly rates for summer. 60 rooms with private bath. Largest number of sample rooms of any hotel in the State. The new part of the building is complete with bath, electric lights and fans; telephone calls.

Mr. H. C. Hervey, our efficient steward, has assumed the management of the Imperial Cade Hotel at Beaumont. Reservations can be made by wire from the Capitol Hotel.

## Queen &amp; Crescent Route

THE BEST LINE TO

CINCINNATI and

NEW YORK.

Geo. H. Smith, G. P. A., New Orleans.

H. J. Anderson, G. P. A., New Orleans.

## DUNTON ARRESTED.

He Was Cruising with Friends on a Yacht.

Chicago, September 22.—W. B. Dunton, whose extravagance are said to have caused the suicide of George S. Forbes a teller of the Third National bank, who out of friendship for Dunton is said to have assisted the latter in misappropriating \$20,000 was captured today at Old Point Comfort, Va.

When arrested by the United States Marshal Dunton was ashore from the yacht Morgan, in which he had been cruising with friends. The information of the capture was given out here by the bank officers. Dunton will be brought back here, where he has a wife and children.

Cheapest and best medicine ever known—Sour Lake, \$1 per gallon. Ask your druggist for it.

## IN FULL OPERATION.

Citizens Telephone Company of Texas. All lines repaired and in full operation. Get the new phone and reach the people. Phone 45 for contract.

Citizens Telephone Company of Texas.

Dropsy completely cured at Sour Lake.

## ANNUAL REPORTS FILED.

The Gross Earnings Decreased and the Operating Expenses Increased.

## TUE ORDERS ISSUED BY THE COMMISSION

Some of Them Apply to Special Rates and Others Amend Tariffs.

Austin, Texas, September 22.—The annual report of the St. Louis Southwestern railway of Texas, including the former Tyler Southeastern railway, was received today by the railroad commission. The report is for the year ending June 30, and shows:

Gross earnings ..... \$2,465,910 62  
Operating expenses ..... 1,891,450 82  
Income from operation ..... 565,656 94  
Less operating expenses ..... 11,005 01  
Income from operation ..... 554,651 93  
Gross earnings ..... 554,651 93  
Operating expenses ..... 1,881,454 91  
Income from operation ..... 553,555 41  
Less operating expenses ..... 5,994 09  
Income from operation ..... 547,561 32  
Gross earnings ..... 547,561 32  
Operating expenses ..... 11,005 01  
Income from operation ..... 536,556 31  
Gross earnings ..... 536,556 31  
Operating expenses ..... 1,881,454 91  
Income from operation ..... 535,001 40  
Less operating expenses ..... 5,994 09  
Income from operation ..... 529,007 31

The report of the Fort Worth and Rio Grande railway was also received for the same period. It shows:

Gross earnings ..... \$451,147 40  
Operating expenses ..... 296,741 43  
Income from operation ..... 154,405 97  
For the year ending June 30, 1899, the report was as follows:

Gross earnings ..... \$556,413 90  
Operating expenses ..... 259,117 45  
Income from operation ..... 297,296 45

The difference in income from operation was \$82,890 48 in favor of the year ending June 30, 1899, gross earnings having decreased \$12,565 09, and operating expenses having increased \$7,628 95.

## COMMISSION ORDERS.

The railroad commission issued the following circular today:

In approval of application number 167 of the Houston and Texas Central Railroad company, authority is hereby granted for the milling-in-transit, storage, and handling of grain originating at Houston, Texas, and destined for other points on the Houston and Texas Central Railroad for milling-in-transit at Houston and Texas Central Railroad points grain originating at other points on that line and destined for other points on the Houston and Texas Central Railroad.

Effective September 24, 1900.

In approval of application number 55 of the Gulf, Colorado and Santa Fe Railway company, authority is hereby granted for the adoption of the rate of 3-1-2 cents per 100 pounds for the transportation of piling, in carloads, minimum weight 5,000 pounds per car, from Shreveport, Louisiana, to Houston, Texas.

Effective September 22, 1900.

In approval of application number 189 of the Gulf, Colorado and Santa Fe Railway company, authority is hereby granted for the adoption of the rate of 3-1-2 cents per 100 pounds for the transportation of piling, in carloads, minimum weight 5,000 pounds per car, from Shreveport, Louisiana, to Houston, Texas.

Effective September 22, 1900.

In approval of joint application of the Texas Midland Railroad and Texas and Pacific Railway companies, submitted under number 93 of the Texas Midland Railroad company, it is hereby ordered that commodity tariff No. 1-D, issued by this commission to apply on cotton seed and cotton seed products, transported by railroads, between points in Texas and effective March 10, 1899, be amended by adding to section 4 thereof the following:

"The Texas and Pacific Railway and Texas Midland Railroad companies are authorized to operate jointly in adjusting charges for concentrating at Dallas equipment of cotton originating at Kaufman."

"The San Antonio and Aransas Pass Railroad company is authorized to refund the entire charge for concentrating at Waco round bale cotton originating at Brownsville, which is subsequently shipped south from Waco at the rates applying from Waco to final destination."

This order shall take effect September 19, 1900.

In approval of application number 165 of the San Antonio and Aransas Pass Railway company, it is hereby ordered that commodity tariff No. 5-A, issued by this commission to apply on wood and tan bark in carloads, transported by railroads, between points in Texas, and effective March 10, 1899, be amended by adding to the list of exceptions, contained in section 1 thereof, the following:

"San Antonio and Aransas Pass Railway.—Rate on wood, in carloads, from San Antonio and intermediate points to Corpus Christi, \$1.50 per cord, where the existing rate is higher."

This order shall take effect September 24, 1900.

In approval of joint application of the Calvert, Waco and Brazos Valley Railroad and International and Great Northern Railroad companies, submitted under number 6 of the Calvert, Waco and Brazos Valley Railway company, it is hereby ordered that general tariff of class rates No. 2, issued by this commission to apply on shipments of merchandise by railroads between points in Texas and effective March 10, 1899, be amended by adding to the list of exceptions, contained in section 3 thereof, the following:

"Peels, Carra, Mumford, L. C. L. 1, 40; 2, 5; 3, 4; 4, 5; 5, 6; 6, 7; 7, 8; 8, 9; 9, 10; 10, 11; 11, 12; 12, 13; 13, 14; 14, 15; 15, 16; 16, 17; 17, 18; 18, 19; 19, 20; 20, 21; 21, 22; 22, 23; 23, 24; 24, 25; 25, 26; 26, 27; 27, 28; 28, 29; 29, 30; 30, 31; 31, 32; 32, 33; 33, 34; 34, 35; 35, 36; 36, 37; 37, 38; 38, 39; 39, 40; 40, 41; 41, 42; 42, 43; 43, 44; 44, 45; 45, 46; 46, 47; 47, 48; 48, 49; 49, 50; 50, 51; 51, 52; 52, 53; 53, 54; 54, 55; 55, 56; 56, 57; 57, 58; 58, 59; 59, 60; 60, 61; 61, 62; 62, 63; 63, 64; 64, 65; 65, 66; 66, 67; 67, 68; 68, 69; 69, 70; 70, 71; 71, 72; 72, 73; 73, 74; 74, 75; 75, 76; 76, 77; 77, 78; 78, 79; 79, 80; 80, 81; 81, 82; 82, 83; 83, 84; 84, 85; 85, 86; 86, 87; 87, 88; 88, 89; 89, 90; 90, 91; 91, 92; 92, 93; 93, 94; 94, 95; 95, 96; 96, 97; 97, 98; 98, 99; 99, 100; 100, 101; 101, 102; 102, 103; 103, 104; 104, 105; 105, 106; 106, 107; 107, 108; 108, 109; 109, 110; 110, 111; 111, 112; 112, 113; 113, 114; 114, 115; 115, 116; 116, 117; 117, 118; 118, 119; 119, 120; 120, 121; 121, 122; 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